The Atchison, Topeka & Santa Fe Railway Co.

Coast Lines

VALLEY DIVISION.

EMPLOYES' TIME TABLE No. 52

IN EFFECT

SUNDAY, MAY 14, 1922,

AT 12:01 O'CLOCK A. M.

PACIFIC STANDARD TIME

Superseding Time Table No. 51, Dated October 23, 1921, and any Supplements thereto.

This Time Table is for the Government and Information of Employes of this Company only.

I. L. HIBBARD, GENERAL MANAGER, Los Angeles, Cal.	J. R. HITCHCOCK ASST. GENERAL MANAGER, Los Angeles, Cal.	J. W. WALKER, SUPERINTENDENT, Fresno, Cal.	C. G. FLUHR, G. W. SIMPSON, TRAINMASTERS, Fresno, Cal.	V. J. IMHOFF, CHIEF DISPATCHER, Fresno, Cal.	W. A. BUCKNER, NIGHT CHIEF DISPATCHER, Fresno, Cal.

ALL DISTRICTS.

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Except as otherwise provided, all eastward trains are superior to westward trains of the same class.

3. The number of tons shown by rate sheet as ordinary trains for engines is based on the maximum grade; but between points where the grade and other conditions are favorable more cars can frequently be hauled, and conductors and enginemen are required to fill out trains to car limit or to full capacity of their engines.

4. Cars must not be cut off trains upon grades depending upon air or hand brakes to hold them, but must be placed with the engine.

5. No freight train will run more than forty miles without stop being made for inspection of train.

On freight trains of twenty cars or more on level track or descending grade, and of thirty cars or more on ascending grade the engine must be detached before spotting to take water or fuel.

6. Rule 91: In addition to instructions contained therein, the following must be observed: A passenger train must not follow a freight train or light engine within less than ten minutes; a light engine must not follow a freight train within less than ten minutes, and light engines moving in the same direction must keep five minutes apart, except in closing up at stations, or where some form of block signal is used.

7. Rule 567 is abrogated and the following will govern: When telegraph station is closed for the night, train order signal will be placed at "Proceed," and the lamp left burning. When the light is not displayed, trains will reduce speed, and if necessary to ascertain position of signal must be stopped. If no operator on duty, position of signal will govern.

8. Rule 93: Yard limit boards are located at Kern Junction, Bakersfield—Landco, Corcoran, Hanford, Visalia, Cutler—Wyeth, Lindsay, Porterville, Reedley, Piedra, Calwa—Fresno, Merced, Riverbank—Oakdale, Stockton—Mormon, Antioch, Bay Point, Richmond—Ferry Point and Oakland.

Richmond yard limits extend on the Oakland District to a point 750 feet west of the Pullman Company switch.

First-class trains when ten minutes or more late are required to move within yard limits at each Kern Junction, Bakersfield—Landco, Cutler—Wyeth, Reedley, Calwa—Fresno, Riverbank—Oakdale, Stockton—Mormon, Richmond—Ferry Point and Oakland, under control, and responsibility for accident will rest with the first-class train.

In case of fog or its equivalent, such first-class trains and all other trains and engines will use the bell and whistle freely, and if necessary send a flagman ahead to insure full protection.

At Bakersfield no train or engine, may exceed a speed of eight miles per hour in the zone between Chester Avenue crossing and west house track switch; within this zone there will be no superiority of trains. All movements must be under control, expecting to find track occupied.

The following yard limits are applicable to second class and extra trains only: Hanford, Visalia, Piedra, Lindsay, Porterville, Merced, Antioch, and Bay Point.

9. The third and fourth paragraphs of Rule 85 are amended to read as follows: "Extras may pass and run ahead of second and third-class trains."

Unless otherwise directed extra trains between Calwa and Corcoran will run via first district.

10. The following addition is made to Rule 86-A and applies to both double and single track: An inferior train must clear the schedule arriving time of a first-class train in the same direction not less than ten minutes.

Extra trains created by example 3 of Form "G" train order must not arrive at any station where leaving time only is shown more than five minutes in advance of time shown in order. Trains in the same direction over which such extra is given right must clear its time at any station not less than ten minutes.

First class trains holding any of the orders described under examples 1, 2 and 4 of Form "E", must be governed by the requirements of Rule 92-A excepting as to the first station named in such orders and inferior trains will respect them accordingly.

11. An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakeman.

In the delivery of a 31 Order, as prescribed by Rule 217, the signature only of the conductor of the train to which the order is delivered will suffice, and he will take thereon the signature of his engineman the same as required to do upon orders delivered at telegraph and telephone stations.

When helper engine is to be coupled into a train, copies of all orders affecting movement of such train, at or beyond the station where helper is attached, must be provided for and delivered to engineman. Helper enginemen must not proceed without such orders.

12. Look out at all sidings and spurs for derails, normal position of which will cause derailment. Party opening main track switches that have pipe-connected derails, will lock switch open; this to prevent closing before train has cleared derailer.

Trains entering sidings must not stop foul of main track to allow brakeman to get on. All movements on sidings must be under control.

13. Rule 5 (B) and last paragraph of Rule D-5: All trains will register at Register Stations.

At Kern Junction, westward trains may register by Form 903 and when operated by staff will not check register.

At Oil Junction, No. 10 will register by form 903.

At Calwa Nos. 9, 10 and 22 will register by form 903.

At Fresno extra trains need not register, (excepting those originating at Fresno), nor check register, except against such trains as were not indicated on the register at Calwa.

At Richmond Nos. 310, 322, 342, 302, 43, 45, 47, 49, 21, 9, 5, 41 and 22 will register by form 903 and will not check register, and Nos. 44, 46, 48, 50, 321, 341, 309 and 305 may register by form 903 but must check register for superior trains unless given check by train order.

14. Whenever for any cause a freight train is stopped, enginemen in starting the train must move at a speed that will permit trainmen to observe wheels, and know that brakes are not sticking.

15. The requirements of the second paragraph of Rule 390 will not be applicable to cars containing California crude oil.

16. Audible signal "C" Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or oil tanks, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

17. Rule 1 (B): Standard clocks are located at Bakersfield, Corcoran, Reedley, Calwa, Riverbank, Stockton, Richmond and Ferry Point.

18. Conductors and enginemen on trains starting from points where there is no standard clock must ascertain correct time from Dispatcher before leaving, except in case of wire trouble. This will not relieve them from comparing time and registering their watches when arriving at station where standard clock is located, as required by Rule 3.

19. The speed of passenger trains will ordinarily be that prescribed in the schedule; but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule as, in the judgment of the conductor and enigneman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour around sharp curves and where view is obscure, and use whistle freely as warning signal.

Trains having dead engines in tow must observe the following:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed 10 miles per hour or 6 minutes for each and every mile.

With rods down or disconnected but with all drivers on rail, speed of train must not exceed 15 miles per hour or 4 minutes for each mile.

With all rods up and connected, speed of train may be increased to 20 miles per hour or 3 minutes for each mile run.

MAXIMUM SPEED FOR ENGINES IN MINUTES AND SECONDS PER MILE

CLASS	Service					
	Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
308–332	1	43	1	43	2	00
439–453			1	43	2	00
464–467	1	43	1	43	2	00
468–497			1	43	2	00
649-728	1	43	2	00	2	00
769–788	1	43	2	00	2	00
789–824	1	43	2	00	2	00
825–864 (Simple)	1	43	2	00	2	00
825–864 (Compound)	2	00	2	30	2	30
900–989	2	00	2	30	2	30
900–989 (Recounterbalanced)	1	43	2	00	2	00
990–999	1	43	2	00	2	00
1226–1266 (Except simple)	1	12	1	43	1	30
1600–1673	2	30	2	30	2	30
1600–1673 (Recounterbalanced)	1	43	2	00	2	00
1674–1693	1	43	2	00	2	00
1798–1799	2	30	2	30	2	30
1950–1991	1	43	2	00	2	00
Switch, no truck					3	00
All Other Classes			2	00	1	30
All Classes, backing up					3	00

(Continued from Page 2)

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar and train conductors must observe that this is done.

20. Employes traveling on business of the Company and surgeons of the Hospital Association traveling on business of the Company or the Association may be carried on all freight trains to and from any station where these trains are required to stop.

21. Trainmen, enginemen or other employes having occasion to place fusees on double track should place them on the outside, or field side, of the track to be protected; and trains running on the opposite track will disregard fusees so placed.

When doubling, running for water, or for any purpose it becomes necessary to leave portion of train on main track, a red flag by day and a red light by night must be placed in a conspicuous position on forward end of the head car, and in addition two torpedoes must be placed 1000 feet in advance thereof.

22. No train will leave its initial station on any district without receiving clearance card (Form 902) except at points where telegraph or telephone offices are not maintained or where operator not on duty; or at Kern Junction and Bakersfield when trains are operated under staff system.

No train will leave Oil Junction, or Ducor (except when operator not on duty) Corcoran, Stockton, or Richmond (except Nos. 22, 43, 45, 47, 49, 21, 41, 9 and 5 at Richmond) without receiving clearance card.

At Fresno, first-class trains must get clearance (Form 902); other than first-class trains will not be required to get clearance.

At Calwa Nos. 9, 10 and 22 need not get clearance card (Form 902) if train order signal indicates clear.

23. Rules 83 and 83-A: In addition to showing on Form 1514, all trains which are superior, and opposing trains of the same class, conductors will indicate thereon the departure of trains of the same class in the same direction which have left one hour or less in advance.

24. Rule 876: In making this test one of the trainmen will watch last car in train and if brakes apply and release properly, proceed signal may be given.

Rule 882: In making this service test speed of train must not be less than fifteen miles per hour and engine brakes must be released so that it will be known that speed of train is reduced by application of brakes upon the train. On passenger trains when test is made leaving terminal or after train has been cut or changed, the flagman must take position on retainer end of rear car and when he hears the exhaust caused by release of air give the engineman "proceed" signal. If brakes fail to release properly or "proceed" signal not received, train must be stopped.

25. Rule 311: All employes are hereby warned that it is dangerous to stand erect on cars, particularly cars of extraordinary height, while passing through tunnels or at places where there is insufficient clearance and necessary precaution must be used to protect themselves against injury.

26. Where upper quadrant three-position signals are installed the following indications will be provided:

STOP—Arm horizontal, or red light.
PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.
PROCEED—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate. If light is not displayed in automatic signal at night and the arm can be plainly seen trains will be governed by position of arm.

Where hooded indicators are located at switches the absence of light will indicate block occupied, when light is seen block is clear.

27. Rule 221 is modified as follows: Operators having orders for any train must not give "proceed" signal to other trains moving in the same direction for which there are no orders, but must instead issue clearance card (Form 902) in regular manner.

Rule 221-A. applies only to trains taking siding at stations where train order signal is located between siding switches. The exception noted under this rule is abrogated.

28. Trains are required to approach all stations and sidings as required by the rules. Crews of trains which are clear of main track must not give proceed signals to approaching trains.

Trains must not accept signals from operators to come down main track at points where they should head in for some superior train. If operator holds orders advancing trains beyond the point where they expect to take siding, he should deliver such orders at the heading-in switch.

29. Enginemen finding a yellow flag or light at a point not covered by train order or bulletin will bring their train under control and proceed as required by Rule 10 (C) of the Book of Rules and Regulations. Should a green signal not be found after proceeding under control for a distance of one mile, normal speed may be resumed.

30. Rule 418 is superseded by the following: Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires.

31. Rule 469: Engine flues must not be sanded while passing dry grain fields, tule lands or other places where damage from fire might result.

32. At station where meal has been served to train the conductor thereof must know that passengers have finished and are out of dining room and lunch counter before announcing departure.

33. Nos. 2, 10 and 22 may be flagged at any station to pick up passengers for points east of Bakersfield and will stop at any station east of Fresno to discharge passengers from points west thereof.

No. 2 will stop at Del Rey, Parlier, North Dinuba or Sultana for passengers for points where No. 2 stops east of Corcoran.

No. 10 will stop at any station between Fresno and Cutler to pick up passengers for points east of Cutler.

No. 5 will stop at any station between Cutler and Fresno to discharge passengers from east of Cutler.

No. 41 will stop on flag at any station to pick up revenue passengers destined San Francisco or other Bay towns.

34. Rule 5: At following stations, certain switches (other than extreme) are designated as "heading in" points for trains required to take siding; at these stations trains holding main track will keep clear of such switches until opposing trains shall have cleared them.

Stoil, westward trains use Crossover switch.
Corcoran, First District (Eastward first-class trains only), Crossover switch west of water tank.
Hanford, trains taking siding use siding west of S. P. crossing.
Calwa, trains entering yard from Visalia district will use Eastward main track to first switch west of double track junction.
Merced (Westward first-class trains only), Cut-off switch East of depot.
Riverbank (Westward first-class trains only), Lead or passing track switch opposite car repair shed.
Stockton (Westward trains), Cut-off switch West of depot.

At Glen Frazer, Westward trains taking siding will use South passing track and Eastward trains the North passing track.

At Christie and Gateley, Westward trains taking siding will use the North passing track and Eastward trains the South passing track.

35. In automatic signal territory, both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine or a car occupies the connection between the switches of such cross-over. One of the switches must be kept open until the movement through a cross-over is completed.

36. Empties should be handled in solid trains when practicable. When handled with loads in trains of 50 cars or more, empties in excess of 10 should be handled two thirds on the head end and one third on rear. In trains of less than 50 cars with empties in excess of ten, all empties should be placed as near center of train as possible. Local trains are exempted from the above and should be made up in station order.

37. Standard thermometers are located at Bakersfield, Calwa, Fresno, Riverbank, Stockton, Richmond and Oakland. Conductors of trains having perishable freight will be governed by instructions contained in SFRD circular 2-H and special bulletins with respect to handling ventilators.

38. If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

39. Engineman and fireman must, when practicable, communicate to each other the indication of all signals affecting the movement of their train.

40. Enginemen having headlight obscured, as required by Rule 17 of the Book of Rules and Regulations of the Operating Department, must not again display light until rear of the opposing train has passed their engine.

When rules require the headlight to be displayed ELECTRIC headlights on engines may be dimmed:

(a) In yards where switch engines are employed.
(b) At meeting points AFTER switch has been lined for opposing train to enter siding as per Rule 89A.
(c) Approaching another train in the act of receiving or discharging passengers.
(d) When standing at station.
(e) On double track as may be expedient or necessary when approaching trains running in the opposite direction.

(Continued on Page 12)

WESTWARD											TIME TABLE NO. 52 May 14, 1922			EASTWARD						
Second Class		First Class					Capacity of Sidings	Distance from Albuquerque	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending		Ruling Grade Ascending.	Telegraph and Telephone Offices and Booth Phones	First Class					Second Class	
33	259	21	51	27	5	9								2	52	18	10	22	260	34
FREIGHT	FREIGHT	The Missionary	PASSENGER	PASSENGER	PASSENGER	The Navajo								The Navajo	PASSENGER	PASSENGER	PASSENGER	The Missionary	FREIGHT	FREIGHT
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
PM 4.55	AM 11.30	PM 8.15	PM 4.50			AM 8.00	59	885.2			**KERN JUNCTION**		P	AM 7.55	AM 9.38			PM 6.15	AM 3.45	PM 10.10
										11.6	2.5	15.8								
5.05 8.05	11.45 AM	¶ 8.25 s 8.50	5.00 PM		PM 12.01	s 8.10 ¶ 8.40	YARD	887.7	FW TY		**BAKERSFIELD**		P	s 7.45 ¶ 7.15	9.30 AM		PM 5.45	s 6.05 ¶ 5.35	3.30 AM	10.00 7.10
										5.3	2.1	12.9								
		8.54			12.06 PM	8.44		889.8			LANDCO			7.09			5.40 PM	5.28		
										5.3	2.1	12.9								
		8.57				f 8.47	74	891.9			JASTRO		B	7.03				5.24		
										0	3.8	13.7								
		f 9.02				f 8.53	52	895.7			ROSEDALE		B	6.58				5.20		
										5.3	4.9	14.0								
		9.09				8.59	85	900.6			UNA		B	6.50				5.14		
										9.2	4.9	0.0								
		f 9.17				s 9.05	46	905.5			SHAFTER		DP	s 6.43				f 5.08		
										10.6	7.5	10.6								
		s 9.27				s 9.17	70	913.0	W		WASCO		P	s 6.33				s 4.57		
										10.6	5.8	15.8								
		9.36				f 9.24	50	918.8			ELMO		B	6.23				4.49		
										0	2.5	10.6								
		f 9.40				f 9.28	4	921.3			POND			f 6.19				4.46		
										0	3.1	15.8								
		9.45				f 9.33	50	924.4			KERNELL		B	6.13				4.42		
										0	7.5	8.4								
		f 9.56				s 9.43	50	931.9	W		ALLENSWORTH		DP	f 6.03				4.33		
										1.1	4.6	1.6								
		f10.04				f 9.50	56	936.5			STOIL		B	f 5.57				4.27		
										9.5	5.6	9.5								
		f10.12				s 9.58	51	942.1			ANGIOLA		DP	s 5.49				f 4.20		
										5.3	3.9	0								
		10.19				f10.04	83	946.0			BLANCO		B	5.43				4.14		
										5.3	0.8	2.6								
						10.05	15	946.8			TURNBULL			5.41				4.13		
										0	4.1	5.3								
		s10.28		PM 2.25		s10.15	YARD	950.9	WY		**CORCORAN**		P	5.35 AM		AM s 9.32		s 4.08		
										3.2	3.0	0								
		10.34		f 2.30		10.20	85	953.9			BEAN		B			f 9.23		4.02		
										5.3	6.2	5.3								
		f10.42		f 2.39		f10.28	60	960.1			GUERNSEY		DP			f 9.12		3.55		
										10.6	4.0	0								
		10.48		f 2.45		f10.34	25	964.1			ODESSA					f 9.05		3.50		
										10.6	3.8	7.9								
		s10.55		s 2.55		s10.43	61	967.9	W		S. P. Co. Goshen Branch Crossing HANFORD		P			s 8.59		s 3.45		
										10.6	3.2	0								
		11.00		f 3.01		f10.49	24	971.1			BANNER					f 8.51		3.36		
										10.6	0.6	8.4								
							5	971.7			LUCERNE					8.50				
										10.6	1.5	8.4								
		11.04		f 3.04		f10.52	46	973.2			SHIRLEY		B			f 8.47		3.33		
										10.6	2.8	15.8								
		f11.08		s 3.10		s10.58	83	976.0	Y		LATON		DP			s 8.42		3.30		
										10.6	5.8	15.8								
		11.17		s **3.24**[22]		f11.06	61	981.8	W		CONEJO		DP			f 8.32		**3.24**[27]		
										10.6	3.7	0								
		f11.23		f 3.30		f11.12	16	985.5			MONMOUTH					f 8.25		3.19		
										10.6	2.7	14.8								
		f11.28		s 3.35		f11.17	31	988.2			BOWLES		DP			f 8.20		3.15		
										10.6	2.8	0								
		11.33		f 3.40		f11.22	61	991.0			OLEANDER		B			f 8.15		3.11		
										5.3	3.4	4.2								
								994.4			S. P. Co. Main Line Crossing									
										0	0.8	3.2								
2.45 AM		11.40 PM		3.47 PM		11.30 AM	YARD	995.2	FW TY		**CALWA**		P			8.07 AM		3.06 PM		1.00 PM
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(110.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
(16.1)	(10.0)	(38.0)	(15.0)	(32.3)	(25.2)	(36.5)					Average speed per hour			(37.9)	(18.8)	(31.3)	(31.5)	(44.8)	(10.0)	(18.2)

No. 33 has no Time Table superiority.

No. 34 has no Time Table superiority.

VALLEY DIVISION—VISALIA DISTRICT

WESTWARD									TIME TABLE NO. 52 May 14, 1922			EASTWARD				
First Class					Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Distance from Corcoran	Ruling Grade Ascending		Ruling Grade Ascending.	Telegraph and Telephone Offices and Booth Phones	First Class				
25	5	23	29	35								2	30	28	10	24
PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER								The Navajo	PASSENGER	PASSENGER	PASSENGER	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No Cars		Miles		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM 7.30		PM 12.40	AM 10.25	AM 8.20	YARD	FWY			CORCORAN		P	AM 5.30	AM 9.25	PM 2.15		PM 7.20
								5.3	4.1	0						
f 7.37		s 12.47	f 10.35	f 8.28	22		4.1		WAUKENA		DP	5.19	s 9.15	f 2.03		f 7.08
								13.2	5.6	0						
f 7.48		f 12.58	f 10.48	f 8.40	42		9.7		PAIGE			5.09	f 9.02	f 1.52		f 6.58
								12.1	1.9	0						
f 7.51		f 1.02	f 10.53	f 8.45	17		11.6		ROBLA			5.05	f 8.58	f 1.48		f 6.55
								10.6	3.1	0						
s 7.58		s 1.08	s 11.03	s 8.52^{30}	27		14.7		S. P. Co. Main Line Crossing TULARE		DP	s 4.58	s 8.52^{35}	s 1.42		s 6.47
								15.8	4.1	0						
f 8.06		f 1.15	f 11.13	f 9.02	21		18.8		SWALL			4.47	f 8.44	f 1.34		f 6.38
								8.4	6.1	10.6						
s 8.18		s 1.25^{28}	11.25 AM	s 9.15	54	W	24.9		VISALIA S. P. Co. Visalia Branch Crossing		P	s 4.37	s 8.35	1.25^{23} PM		s 6.28
								10.6	6.6	13.2						
f 8.32		f 1.41		f 9.30	36		31.5		PERAL			4.25	f 8.21			f 6.11
								5.3	1.9	5.8						
							33.4		S.P.Co. Porterville Branch Crossing							
								11.6	2.5	0						
f 8.41		s 1.51		s 9.40	36		35.9		YETTEM		DP	4.18	s 8.14			s 6.03
								10.6	2.4	7.9						
s 8.46	PM 3.06	s 1.59		s 9.46	39	W F	38.3		CUTLER		DP	4.14	s 8.09		PM 2.46	s 5.58
								7.9	3.1	10.6						
f 8.52	3.12	s 2.07		s 9.52	32		41.4		SULTANA		DP	4.07	s 8.03		2.40	s 5.52
								6.6	1.0	10.6						
8.54	3.14	f 2.10		f 9.54	27		42.4		TOKAY			4.05	f 8.01		2.38	f 5.50
								0	2.5	13.2						
s 9.00	3.17	s 2.18		s 9.59	36		44.9		NORTH DINUBA		DP	4.02	s 7.56		2.34	s 5.46
								10.6	3.6	10.6						
s 9.07	s 3.25	s 2.28^{10}		s 10.08	80	WY F	48.5		REEDLEY		P	s 3.56	s 7.50		s 2.28^{23}	s 5.40
								10.6	2.1	15.8						
							50.6		S.P.Co. Porterville Branch Crossing							
								0.0	0.1	1.0						
f 9.12	3.30	f 2.37		f 10.14	20		50.7		LACJAC			3.51	f 7.42		2.21	f 5.32
								0	2.2	12.8						
f 9.16	3.33	s 2.42		s 10.19	74		52.9		PARLIER		DP	3.48	s 7.37		2.18	s 5.27
								5.3	1.6	10.6						
f 9.20	3.35	f 2.47		f 10.22	29		54.5		MILEY			3.46	f 7.34		2.16	f 5.24
								10.6	3.7	8.4						
f 9.27	3.41	s 2.56		s 10.30	66		58.2		DEL REY		DP	3.40	s 7.28		2.11	s 5.18
								7.4	3.4	10.6						
f 9.34	3.47	f 3.05		f 10.36	33		61.6		WOLF			3.34	f 7.21		2.06	f 5.11
								0	2.6	8.4						
f 9.40	3.51	s 3.10		s 10.42	36		64.2		LONE STAR		DP	3.29	s 7.16		2.02	s 5.06
								0	1.9	10.6						
9.44	3.54	f 3.15		f 10.46	25		66.1		CECILE			3.26	f 7.12		1.59	f 5.02
								0	2.5	10.6						
9.50 PM	3.58 PM	3.20 PM		10.52 AM	Yard	FW TY	68.6		CALWA		P	3.22 AM	7.08 AM		1.55 PM	4.58 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(68.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(29.4)	(34.9)	(25.7)	(24.9)	(27.1)					---------- Average speed per hour ----------			(32.0)	(30.0)	(29.9)	(35.6)	(29.0)

VALLEY DIVISION—SECOND DISTRICT

TIME TABLE
NO. 52
May 14, 1922

No. 33 has no Time Table superiority.

WESTWARD

First Class

33	21	25	31	5	27	23	9	35	17	15	41	Capacity of Sidings	Distance from Albuquerque	Fuel, Water, Turn Tables and Wyes	Ruling Grade Ascending	
FREIGHT	The Missionary	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	The Navajo	PASSENGER	PASSENGER	PASSENGER	PASSENGER					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS
AM 4.45	PM 11.41	PM 9.52	PM 4.30	PM 4.03	PM 3.48	PM 3.21	AM 11.31	AM 10.52	AM 7.35	AM 6.35	AM 6.15	Yard	995.2	FW TY		**CALWA**
													996.7		0	1.5 S.P.Co. Porterville Branch Crossing
															6.6	1.4 S. P. Co. Pollasky Branch Crossing
	s11.50 AM 12.15	10.00 PM	4.40 PM	s 4.10 4.20	3.55 PM	3.30 PM	s11.38 11.48	11.00 AM	7.45 AM	6.45 AM	s 6.22 6.30	Yard	998.1			**FRESNO**
	12.30			4.32			PM f12.01				6.41	70	1005.7		15.8	7.6 FIGARDEN
	12.41			4.40			f12.09				6.48	26	1011.6		13.2	5.9 GREGG
	12.45			4.43			f12.12				6.51	47	1014.0		0	2.4 TRIGO
	12.53			4.50			f12.20				6.58	53	1019.6	W	15.8	5.6 STOREY
	1.03			4.58			f12.28				7.06	82	1026.1		15.8	6.5 KISMET
													1026.4		10.6	0.3 S. P. Co. Berenda Branch Crossing
	1.10			5.04			f12.34				f 7.12	48	1030.2		7.4	3.8 SHARON
	1.15			5.07			f12.38				7.15	13	1032.5		5.3	2.3 MEDANO
	1.20			5.11			f**12.44**[10]				7.19	83	1035.7		15.8	3.2 MARGUERITE
	1.24			5.14			f12.48				7.22	18	1038.3		0	2.6 DICKINSON
	f 1.30			5.18			s12.54				f 7.26	64	1041.4	W	0	3.1 LEGRAND
	1.36			5.21			f12.58				7.30	20	1044.4		5.3	3.0 BURCHELL
	1.42[2]			f 5.25			s 1.02				f 7.33	53	1047.2		5.3	2.8 PLANADA
	1.50			5.29			f 1.07				7.37	82	1050.5		0	3.3 TUTTLE
	s 2.05			s 5.40			¶ **1.15**[22] s **1.45**				s 7.48	Yard	1056.0	W	0	5.5 MERCED Yosemite Valley R. R. Crossing
													1057.7		7.9	1.7 S. P. Co. Oakdale Branch Crossing
	2.15			5.47			1.51				7.54	10	1060.1		5.3	2.4 HOFF
	2.20			5.49			f 1.54				7.57	81	1062.2		15.8	2.1 CUBA
	2.24			5.51			1.56				7.59	18	1064.0		15.8	1.8 YAM
	2.27			5.53			s 1.58				8.01	28	1065.3		10.6	1.3 WINTON
	2.35			5.58			f 2.03				8.06	20	1069.0		10.6	3.7 CRESSY
	2.42			6.02			f 2.08				8.10	82	1071.9		15.8	2.9 BALLICO
	f 2.58			6.11			s 2.18				f 8.20	62	1079.5	W	15.8	7.6 DENAIR
	f 3.13			6.20			s 2.28				8.29	46	1085.8		12.1	6.3 HUGHSON
	3.21			6.26			s 2.34				f 8.34	71	1089.2		17.4	3.4 EMPIRE
	3.28			6.31			f 2.39				8.39	51	1092.7		7.9	3.5 CLAUS
10.45 AM	3.35 AM			6.37 PM			2.45 PM				8.45 AM	Yard	1096.2	FW TY	26.4	3.5 **RIVERBANK**
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(101.0)
(16.8)	(29.0)	(21.7)	(17.4)	(40.6)	(24.8)	(21.7)	(39 4)	(21.7)	(17.4)	(17.4)	(42.7)					Average speed per hour

TIME TABLE NO. 52 May 14, 1922	Telegraph and Telephone Offices and Booth Phones	Ruling Grade Ascending	EASTWARD											
			First Class											
			2	30	18	26	10	22	32	36	24	42	38	34
			The Navajo	PASSENGER	PASSENGER	PASSENGER	PASSENGER	The Missionary	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	FREIGHT
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
CALWA	P		AM 3.22	AM 7.07	AM 8.07	AM 11.20	PM 1.55	PM 3.06	PM 3.50	PM 4.10	PM 4.57	PM 11.02	PM 10.15	AM 10.30
1.5		O												
S.P.Co. Porterville Branch Crossing														
1.4		15.8												
S. P. Co. Pollasky Branch Crossing														
FRESNO	P		3.15 s 3.00	7.00 AM	8.00 AM	11.10 AM	1.48 s 1.40	s 2.59	3.40 PM	4.00 PM	4.50 PM	s10.55	10.05 PM	
7.6		15.8												
FIGARDEN	B		2.48				f 1.26	2.44				10.41		
5.9		15.8												
GREGG			2.39				f 1.18	2.38				10.33		
2.4		15.8												
TRIGO	B		2.35				f 1.14	2.36				10.30		
5.6		12.7												
STOREY	DP		2.27				s 1.06	2.30				10.23		
6.5		15.8												
KISMET	P		2.18				f12.58	2.23				10.15		
0.3		O												
S. P. Co. Berenda Branch Crossing														
3.8		O												
SHARON	DP		2.11				f12.52	2.19				10.10		
2.3		5.3												
MEDANO			2.07				f12.49	2.16				10.07		
3.2		15.8												
MARGUERITE	B		2.02				f**12.44**[9]	2.13				10.03		
2.6		15.8												
DICKINSON			1.58				12.38	2.10				10.00		
3.1		15.8												
LEGRAND	DP		f 1.53				s12.33	2.06				s 9.55		
3.0		15.8												
BURCHELL			1.47				12.28	2.03				9.51		
2.8		10.6												
PLANADA	DP		**1.42**[21]				s12.25	2.00				f 9.47		
3.3		12.7												
TUTTLE	B		1.36				f12.20	1.56				9.43		
5.5		10.6												
MERCED Yosemite Valley R. R. Crossing	P		s 1.26				s12.12	s **1.50**[9] ¶ **1.25**				s 9.35		
1.7		17.4												
S. P. Co. Oakdale Branch Crossing														
2.4		10.6												
HOFF			1.15				12.01 PM	1.17				9.27		
2.1		10.6												
CUBA	B		1.13				f11.58	1.15				9.25		
1.8		15.8												
YAM			1.10				f11.56	1.13				9.23		
1.3		13.2												
WINTON	DP		1.08				s11.54	1.11				9.21		
3.7		12.1												
CRESSY			1.03				f11.47	1.06				9.17		
2.9		15.8												
BALLICO	B		12.58				f11.42	1.02				9.13		
7.6		15.8												
DENAIR	DP		f12.48				s11.31	12.53				f 9.03		
6.3		10.6												
HUGHSON	DP		f12.40				s11.20	12.45				s 8.53		
3.4		15.8												
EMPIRE	DP		12.35				s11.13	12.41				f 8.46		
3.5		10.6												
CLAUS	B		12.30				f11.07	12.37				8.41		
3.5		10.6												
RIVERBANK	P		12.25 AM				11.01 AM	12.32 PM				8.35 PM		4.30 AM
(101.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(37.4)	(24.8)	(24.8)	(17.4)	(36.5)	(47.0)	(17.4)	(17 4)	(24 8)	(41.2)	(17.4)	(16.8)

No. 34 has no Time Table superiority.

No. 33 has no Time Table superiority.

WESTWARD													TIME TABLE NO. 52 May 14, 1922
First Class									Capacity of Sidings	Distance from Albuquerque	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending.	
33	5	49	9	47	41	45	21	43					
FREIGHT	PASSENGER	The Navajo	The Navajo	PASSENGER	PASSENGER	The Missionary	The Missionary	PASSENGER					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	No. Cars	Miles			STATIONS
PM 12.45	PM 6.43		PM 2.50		AM 8.50		AM 4.00		YARD	1096.2	FW TY	15.8	**RIVERBANK** 5.2
	f 6.51		s 3.00		f 8.57		f 4.15		47	1101.4	W	0	ESCALON 5.4
	6.59		s 3.08		f 9.04		f 4.27		47	1106.8		0	AVENA 5.5
	7.06		f 3.16		9.11		f 4.38		59	1112.3		0	BURNHAM 4.4
	7.11		3.22		9.16		4.48		83	1116.7		0	LARSON 2.9
	7.14		3.26		9.19		4.54		Yard	1119.6		15.8	MORMON 1.6
	s 7.23		s 3.30 3.40		s 9.27		s 4.58 5.20		Yard	1121.2	FW TY	15.8	S.P. and W.P. Main Line Crossings **STOCKTON** Western Pacific Ry. Crossing. 4.5
	7.31		f 3.49		f 9.35		f 5.29		60	1125.7		0	WOODSBRO 1.2
	7.33		3.51		9.37		5.31		49	1126.9		0	GILLIS 2.0
	7.37^{42}		s 3.56		s 9.40		s 5.37		75	1128.9		10.6	HOLT 4.5
	7.43		4.03		**9.47**^{10}		5.44		74	1133.4		11.6	TRULL 1.4
	7.45		s 4.06		s 9.51		f 5.46		12	1134.8		11.6	MIDDLE RIVER 1.4
	7.48		s 4.11		s 9.55		5.51		83	1136.2	W	10.6	ORWOOD 3.5
	7.52		f 4.17		f10.00		5.56		72	1139.7		10.6	BIXLER 3.1
	7.56		s 4.23		s10.06		s 6.04		51	1142.8		3.5	KNIGHTSEN 3.1
	8.00		s 4.30		s10.12		f 6.10		82	1145.9		13.2	OAKLEY 4.7
	8.05		4.37		10.17		6.16		83	1150.6		0.0	SANDO 1.3
	s 8.10		s 4.45		s10.21		s 6.21		Yard	1151.9	W	15.8	ANTIOCH 3.9
	8.16		s 4.53		s10.27		f 6.28		82	1155.8		10.6	PITTSBURG 3.5
	8.21		f 5.00		f10.32		6.33		82	1159.3		15.8	BROSE 4.4
	8.27		s 5.07		s**10.38**^{22}		f 6.39		YARD	1163.7		5.3	BAY POINT 1.9
									20	1165.6	Y	5.3	BLUME 1.5
	8.32		5.12		f10.45		6.45		83	1167.1		52.8	MALTBY 1.6
	8.35		f 5.16		f10.49		6.47		83	1168.7		52.8	VINE HILL 1.9
	8.38		f 5.21		f10.54		6.52		12	1170.6		56.0	MUIR 2.7
	8.44		f 5.27		f11.00		7.00		100	1173.3	W	52.8	GLEN FRAZER 1.8
	8.49		5.32		f11.05		f 7.05		125	1175.1	W	0	CHRISTIE 4.3
	8.55		5.38		f11.12		7.12		76	1179.4		0	LUZON 1.6
	8.57		5.40		11.14		7.14		39	1181.0		0	HERPOCO 0.4
	8.58		s 5.41		s11.15		s 7.15		15	1181.4		49.6	PINOLE 1.6
	9.00		5.43		f11.18		7.19		150	1183.0		52.8	GATELEY 3.3
	9.06		5.48		11.24		7.26		71	1186.3		29.6	RHEEM 1.5
	9.08		5.50		f11.26		7.28		38	1187.8		51.7	SAN PABLO 1.8
8.40 PM	s **9.12**^{2}	PM 8.26	s **5.55**^{42}	PM 5.26	s11.35	AM 9.26	s 7.37	AM 7.26	YARD	1189.6	FW TY	10.6	**RICHMOND** 0.6
	f 9.13	8.27	f 6.00	5.27	f11.38	9.27	f 7.38	7.27		1190.2		0	RICHMOND AVE. 1.5
	9.17 PM 9.27	8.33 PM	6.04 PM 6.20	5.33 PM	11.43 AM 11.50	9.33 AM	7.45 AM 7.57	7.33 AM	YARD	1191.7			**FERRY POINT** 7.7
	10.05 PM		7.00 PM		12.30 PM		8.35 AM			1199.4			SAN FRANCISCO
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(95.5)
(11.8)	(37.2)	(18.0)	(32.9)	(18.0)	(33.9)	(18.0)	(29.2)	(18.0)	Average speed per hour				

TIME TABLE NO. 52 May 14, 1922	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class								
			10	44	22	46	42	48	2	50	34
			PASSENGER	The Missionary	The Missionary	PASSENGER	PASSENGER	The Navajo	The Navajo	PASSENGER	Freight
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
RIVERBANK		P	AM 10.55		PM 12.26		PM 8.30		AM 12.17		AM 3.30
5.2	15.8										
ESCALON		DP	s10.46		12.18		f 8.21		f12.08 AM		
5.4	14.8										
AVENA		B	f10.37		12.11		f 8.14		11.59		
5.5	10.0										
BURNHAM		NP	f10.29		12.03 PM		8.07		11.51		
4.4	9.2										
LARSON		B	10.22		11.57		8.02		11.44		
2.9	10.6										
MORMON		B	10.18		11.53		7.58		11.39		
1.6	15.3										
S.P. and W.P. Main Line Crossings **STOCKTON** Western P'cific Ry. Crossing		P	s10.15 10.10		s11.50		s 7.53		11.36 s11.26		
4.5	18.0										
WOODSBRO		B	f 9.59		11.40		7.43		11.18		
1.2	1.6										
GILLIS		B	9.57		11.38		7.41		11.16		
2.0	1.1										
HOLT		DP	s 9.54		11.35		f 7.37^{5}		11.13		
4.5	1.1										
TRULL		B	9.47^{41}		11.27		7.30		11.06		
1.4	0.5										
MIDDLE RIVER		DP	s 9.42		11.23		f 7.27		11.04		
1.4	10.6										
ORWOOD		DP	s 9.37		11.19		f 7.22		11.00		
3.5	12.7										
BIXLER		B	f 9.32		11.14		7.17		10.54		
3.1	0										
KNIGHTSEN		DP	s 9.27		11.10		f 7.13		f10.49		
3.1	6.6										
OAKLEY		DP	s 9.19		11.05		f 7.09		10.43		
4.7	15.8										
SANDO		B	9.11		10.58		7.03		10.35		
1.3	15.8										
ANTIOCH		P	s 9.09		s10.55		s 7.00		s10.32		
3.9	7.9										
PITTSBURG		DP	s 9.00		10.48		s 6.50		s10.22		
3.5	11.5										
BROSE		B	f 8.53		10.44		6.45		10.16		
4.4	15.8										
BAY POINT		P	s 8.47		10.38^{41}		f 6.40		f10.08		
1.9	0										
BLUME		B									
1.5	0										
MALTBY		B	f 8.40		10.31		6.36		10.01		
1.6	0										
VINE HILL		B	f 8.37		10.28		6.33		9.58		
1.9	0										
MUIR		DP	f 8.34		10.25		f 6.28		f 9.55		
2.7	0										
GLEN FRAZER		P	f 8.28		10.19		6.23		f 9.50		
1.8	52.8										
CHRISTIE		NP	f 8.22		10.14		f 6.18		9.45		
4.3	52.8										
LUZON		B	f 8.14		10.05		6.11		9.35		
1.6	52.8										
HERPOCO		B	8.11		10.02		6.09		9.31		
0.4	41.2										
PINOLE		DP	s 8.10		10.01		s 6.08		s 9.29		
1.6	25.9										
GATELEY		B	8.06		9.59		6.05		9.25		
3.3	52.8										
RHEEM		B	8.00		9.53		6.00		9.19		
1.5	13.2										
SAN PABLO		DP	7.57		9.50		5.58		9.16		
1.8	52.8										
RICHMOND		P	s 7.53	AM 8.02	s 9.47	AM 11.57	s 5.55^{9}	PM 6.22	s 9.12^{5}	PM 9.32	9.45 PM
0.6	0										
RICHMOND AVE.			f 7.50	8.00	f 9.46	11.55	f 5.50	6.20	f 9.05	9.30	
1.5	0										
FERRY POINT		P	7.45 AM 7.37	7.55 AM	9.42 AM 9.37	11.50 AM	5.45 PM 5.37	6.15 PM	9.00 PM 8.37	9.25 PM	
7.7											
SAN FRANCISCO			7.00 AM		9.00 AM		5.00 PM		8.00 PM		
(95.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Average speed per hour			(28.0)	(18.0)	(34.9)	(18.0)	(34.7)	(18.0)	(30.6)	(18.0)	(16.6)

No. 34 has no Time Table superiority.

VALLEY DIVISION—PORTERVILLE-OROSI DISTRICT

WESTWARD		Capacity of Sidings	Fuel, Water Turn Tables and Wyes	Distance from Minkler	Ruling Grade Ascending	TIME TABLE NO. 52 May 14, 1922	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD	
Second Class	First Class								First Class	Second Class
91	5								10	96
MIXED	PASSENGER								PASSENGER	MIXED
Leave Daily Ex. Sunday	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	Arrive Daily Ex. Sunday
	PM 12.01	YARD	FW TY	116.1		BAKERSFIELD			PM 5.45	
					5.3	2.1	12.7			
	PM 12.06	60		114.0		LANDCO			PM 5.40	
					47.5	3.2	31.7			
	12.13 PM			110.8		**OIL JUNCTION**			5.33 PM	
						38.7				
	PM s 1.15			72.1		**DUCOR**			PM s 4.31	
					52.8	6.0	52.8			
	f 1.25	75		66.1		ULTRA		B	f 4.20	
					52.8	7.1	52.8			
	1.36			59.0		PORTERVILLE JUNC. P. N. E. Railway Crossing			4.07	
					31.7	0.8	0			
	s 1.40	84	YW	58.2		PORTERVILLE		DP	s 4.06	
					52.8	5.9	52.8			
				52.3		Visalia Electric Railway Crossing				
						0.3				
	1.55	60		52.0		STRATHMORE JUNC.			3.52	
					30.0	1.3	0			
	1.57	31		50.7		MIRADOR			3.48	
					0	1.5	29.0			
				49.2		Visalia Electric Railway Crossing				
					0	2.6	26.4			
	s 2.05	135	W	46.6		LINDSAY		DP	s 3.41	
					28.4	3.1	30.8			
		23		43.5		ROBYN				
					0.0	0.6	9.8			
	2.12	18		42.9		SIDES			3.34	
					15.8	3.7	0			
	s 2.21	99		39.2		EXETER		DP	s 3.27	
					15.8	0.3	0			
				38.9		Visalia Electric Railway Crossing				
					9.4	0.6	0			
		10		38.3		ANTES				
					3.6	2.2	5.2			
		13		36.1		VENIDA				
					15.8	2.1	19.8			
	2.31	22		34.0		FANE			3.17	
					21.1	2.9	7.9			
	f 2.39	30	W	31.1		REDBANKS		B	f 3.11	
					10.5	0.1	0			
				31.0		Visalia Electric Railway Crossing				
					10.5	1.0	21.1			
	2.42	19		30.0		BAIER			3.08	
					0	1.7	21.1			
		11		28.3		CAIRNS				
					0	1.4	17.4			
		14		26.9		RAYO				
					0	3.2	17.4			
	f 2.57^{10}	55		23.7		SEVILLE		DP	f 2.57^{5}	
					15.3	3.2	10.5			
	3.03		Y	20.5		WYETH			2.51	PM 2.05
					0	1.6	15.8			
	3.05 PM	39	WF			**CUTLER**		DP	2.48 PM	2.00 PM
						1.6				
PM 2.06			Y	20.5		WYETH				
					14.4	2.0	0			
f 2.16		30		18.5		OROSI		DP		
					30.3	4.2	0			
f 2.26		12		14.3		PRIMERO				
					13.0	2.1	15.1			
s 2.40		58		12.2		ORANGE COVE		DP		
					16.2	5.8	10.5			
f 3.00		31		6.4		NAVALENCIA				
					19.3	6.4	31.6			
3.20 PM		18	WY			**MINKLER**		DP		
						116.1				
Arrive Daily Ex. Sunday	Arrive Daily								Leave Daily	Leave Daily Ex. Sunday
(16.6)	(31.1)					Average speed per hour			(32.9)	(19.2)

WAHTOKE DISTRICT

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables, and Wyes	Distance from Reedley	Ruling Grade Ascending	TIME TABLE NO. 52 May 14, 1922	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD	
Second Class									Second Class	
									92	
									MIXED	
		No. Cars		Miles		STATIONS			Arrive Daily Ex. Sunday	
		80	F WY			**REEDLEY**		P	PM 3.55	
					26.4	4.3	10.6			
		39		4.3		RADWIN			f 3.40	
					21.1	0.5	13.2			
		6		4.8		VINO			f 3.38	
					15.8	1.0	21.1			
		15		5.8		WAHTOKE		B	f 3.35	
					31.7	3.4	0			
		18	WY	9.2		**MINKLER**		DP	3.25 PM	
					52.8	1.9	0			
		39		11.1		OAKHURST				
					37.0	3.6	0.0			
		4		14.7		AVOCADO				
					42.2	2.1	18.5			
		Yard		16.8		**PIEDRA**		DP		
						16.8			Leave Daily Ex. Sundav	
						Average speed per hour			(18.4)	

OAKLAND DISTRICT

WESTWARD First Class								Capacity of Sidings	Distance from Richmond	Fuel, Water Turn Tables and Wyes	Ruling Grade Ascending	TIME TABLE NO. 52 May 14, 1922	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD First Class							
305	303	309	301	341	311	321	307								310	312	322	314	342	306	302	308
PASSENGER	PASSENGER	The Navajo	PASSENGER	PASSENGER	PASSENGER	The Missionary	PASSENGER								PASSENGER	PASSENGER	The Missionary	PASSENGER	PASSENGER	PASSENGER	The Navajo	PASSENGER
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
PM	PM	PM	PM	AM	AM	AM	AM								AM	AM	AM	PM	PM	PM	PM	PM
9.33	7.10	6.23	4.15	11.58	8.15	8.03	6.15	Yard		FW TY		**RICHMOND**	0	P	7.25	9.15	9.25	1.05	5.25	7.45	8.25	10.43
											14.1	3.9	49.4									
9.43	7.20	6.33	4.25	PM 12.07	8.25	8.13	6.23	10	3.9			MALOTT			7.15	9.05	9.15	12.55	5.15	7.36	8.15	10.33
											64.4	0.9	39.6									
9.44	7.21	6.34	4.26	12.08	8.26	8.14	6.24	45	4.8			DWIGHT			7.14	9.04	9.14	12.54	5.14	7.35	8.14	10.32
											23.2	1.7										
									6.5			S. P. Co. Electric Crossing										
											36.2	1.5	2.11									
s 9.50	7.27^{306}	s 6.40	4.32	s12.13	8.32	s 8.20	6.30	30	8.0			BERKELEY		DP	s 7.08	8.58	s 9.08	12.48	s 5.08	7.27^{303}	s 8.08	10.26
											44.7	1.9	87.8									
									9.9			S. P. Co. Berkeley Branch Crossing										
											52.8	1.0	95.0									
9.58	7.35	6.50	4.40	12.20	8.40	8.30	6.38	Yard	10.9	WY		**OAKLAND**		P	7.00	8.50	9.00	12.40	5.00	7.15	8.00	10.18
PM	PM	PM	PM	PM	AM	AM	AM								AM	AM	AM	PM	PM	PM	PM	PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					(10.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(26.1)	(26.1)	(24.2)	(26.1)	(29.7)	(26.1)	(24.2)	(28.4)					....Average speed per hour......			(26.1)	(26.1)	(26.1)	(26.1)	(26.1)	(21.8)	(26.1)	(26.1)

OAKDALE DISTRICT

WESTWARD First Class			Capacity of Sidings	Ruling Grade Ascending	Fuel, Water Turn Tables and Wyes	Distance from Riverbank	TIME TABLE NO. 52 May 14, 1922	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD First Class		
205	209	207								236	222	212
MOTOR	MOTOR	MOTOR								MOTOR	MOTOR	MOTOR
Leave Daily	Leave Daily	Leave Daily					STATIONS			Arrive Daily	Arrive Daily	Arrive Daily
PM 5.50	PM 2.20	AM 10.35	40		Y	6.5	**OAKDALE** S. P. Co. Oakdale Branch Crossing		DP	AM 9.20	PM 12.45	PM 3.05
				31.7			6.5	21.1				
6.05 PM	2.35 PM	10.50 AM	YARD		Y FW T		**RIVERBANK**		P	9.05 AM	12.30 PM	2.50 PM
Arrive Daily	Arrive Daily	Arrive Daily					(6.5)			Leave Daily	Leave Daily	Leave Daily
(26.0)	(26.0)	(26.0)					---------- Average speed per hour ----------			(26.0)	(26.0)	(26.0)

LATON DISTRICT

WESTWARD	Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Laton	Ruling Grade Ascending	TIME TABLE NO. 52 May 14, 1922	Ruling Grade Ascending	Telegraph and Telephone Offices and Booth Phones	EASTWARD
	No. Cars		Miles		STATIONS			
	83	Y	0		**LATON**		DP	
				29.3	1.9	52.8		
			1.9		S. P. Goshen Branch Crossing			
				42.2	3.6	52.8		
	11		5.5		CLINT			
				52.8	2.2	52.8		
	19		7.7		H. & S. L. R. R. Crossing CORNWELL			
				35.2	1.9	35.2		
	11		9.6		GEPFORD			
				40.4	2.1	49.6		
	4		11.7		ROY			
				35.2	3.5	39.6		
	20		15.2		SHILLING			
				26.4	2.2	21.1		
	26	Y W	17.4		LANARE		B	
					(17.4)			
					----------Average speed per hour----------			

SUNSET RAILWAY COMPANY

EMPLOYES' TIME TABLE No. 52

IN EFFECT SUNDAY, MAY 14, 1922, AT 12:01 A. M., PACIFIC STANDARD TIME

Superseding Supplement "A" to Time Table No. 51 dated January 1, 1922

This Time Table is for the Government and Information of Employes of this Company only

SIDINGS AND SPURS

	Distance from Gosford	Car Capacity
Levee	16.5	..
Bronco Oil Co.	28.5	6
Anaconda	31.3	6
Snooks	31.4	11
Calif. Natl. Supply Co.	31.5	8
New Center Oil Co.	31.6	16
Fulton Oil Co.	31.7	70
National Supply Co.	31.8	11

	Distance from Pentland	Car Capacity
Nibo	1.2	..
El Dora	1.4	..
Ranza	1.6	..
Welco	2.6	9
Lio	2.8	10
Winoil	3.4	34
Copen	3.7	9
E. E. Jones	5.1	12
Milliff	5.6	..
Richfield	7.2	..
Lowry	7.8	51
Kelsey	9.4	8
Equitable Pet. Co.	9.7	8
Sanben	10.0	16
Milso	10.3	15
Chanslor	11.2	..
Noal	12.0	9
Canfield	12.2	28
Walren	13.2	7
Premier	13.7	..
K. T. O. Co.	14.0	..
C. C. M. O. Co.	14.3	..
Monmouth	15.1	..
Supplico	15.5	..
A. O. T. Co.	15.9	..
Visalia Midway	16.1	..
Recovery	16.4	..

WESTWARD		Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Pentland	Ruling Grade Ascending	TIME TABLE NO.. 52 May 14, 1922	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD	
First Class									First Class	
	151								152	
	PASSENGER								PASSENGER	
	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily	
	PM 12.25	44	Y	17.0		**SHALE**			PM 12.10	
					26.4	1.8	31.7			
	f12.29			15.2		VERNETTE			f12.03	
					0	0.6	80.8			
	s12.30 3.00	YARD		14.6		FELLOWS		DP	s12.01 PM	
					20.1	2.0	82.4			
	f 3.04	50		12.6		MIDOIL			f11.50	
					21.1	3.9	85.5			
	3.11 s 3.20	YARD		8.7		**TAFT**		DP	11.40 s11.30	
					0	4.5	85.5			
	f 3.29			4.2		SIGNA		B	f11.18	
					21.1	2.1	23.8			
	f 3.33			2.1		KERTO		B	f11.13	
					31.7	2.1	30.2			
	3.37 PM	66	Y	0		**PENTLAND**		B	11.08 AM	
	Arrive Daily					17.0			Leave Daily	
	(24.3)					Average speed per hour			(19.6)	

WESTWARD			Capacity of Sidings	Fuel, Water, Turn Tables and Wyes	Distance from Gosford	Ruling Grade Ascending	TIME TABLE NO. 52 May 14, 1922	Ruling Grade Ascending	Telegraph and Telephone Offices	EASTWARD		
Second Class	First Class									First Class		Second Class
259	51	55								52		260
FREIGHT	PASSENGER	PASSENGER								PASSENGER		FREIGHT
Leave Daily Except Sunday	Leave Daily	Leave Daily	No. Cars		Miles		STATIONS			Arrive Daily		Arrive Daily Except Sunday
AM 8.00		AM 10.57	YARD		31.9		**MARICOPA**		DP	AM 10.55		AM 7.00
						0	1.8	84.5				
8.15		f11.01	71	Y	30.1		HAZELTON		B	10.51		6.45
						0	2.7	85.5				
8.40	PM 3.37	f11.07 AM	66	Y	27.4		**PENTLAND**		B	s10.46		6.30
						0	5.7	68.6				
	f 3.47		9		21.7		SAN EMIDIO			f10.37		
						0	0.7	50.2				
9.10	f 3.48		66		21.0		KYAN		B	10.35		6.10
						0	6.7	37.0				
9.40	s 4.01		71	W	14.3		MILLUX		B	10.24		5.30
						5.3	4.7	5.3				
10.15^{52}	f 4.10		92		9.6		CONNER		B	f**10.15**^{259}		5.05
						13.2	4.9	0				
10.35	f 4.20		67		4.7		ARTWELL			f10.07		4.45
						10.6	1.7	0				
	f 4.24		8		.0		BANNISTER			f10.03		
						10.6	3.0					
10.55 AM	4.30 PM		100	Y	0		**GOSFORD**		DP	9.58 AM		4.25 AM
						26.4	9.0	0				
11.30	4.50		YARD				KERN JUNCTION		P	s 9.38		3.45
						0	2.5	15.8				
11.45 AM	5.00 PM		YARD	FW T	0		BAKERSFIELD		P	9.30 AM		3.30 AM
Arrive Daily Except Sunday	Arrive Daily	Arrive Daily					43.4			Leave Daily		Leave Daily Except Sunday
(11.5)	(28.1)	(27.0)					Average speed per hour			(31.3)		(12.4)

SPECIAL RULES

1. A copy of the book entitled "The Atchison, Topeka & Santa Fe Railway System, Rules and Regulations of the Operating Department," dated 1909, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. Special rules of The Atchison, Topeka and Santa Fe Railway Company Valley Division timetable are applicable to Sunset Railway Company.

3. For movement of trains between Gosford and Kern Junction see Southern Pacific Company's timetable. For movement of trains between Kern Junction and Bakersfield see A. T. & S. F. Ry. Co.'s Valley Division timetable.

4. Rule 93: Yard limit boards are located at Gosford, Pentland and Taft.

5. a. SPEED LIMITATIONS

	Passenger Train	Freight	Train with large loaded oil cars
	Miles per Hour		
Between Gosford and Pentland.	50	30	25
Pentland and Maricopa	40	25	20
Pentland and Shale	40	25	20

b. Between East Switch Long Siding Taft and derailer in main track West of Taft, passenger trains will not exceed speed of 15 miles per hour and freight trains 10 miles per hour.

6. At Pentland, normal position of junction switch will leave unbroken rail for Taft main track, except that No. 52 may leave it in position for Maricopa line until arrival of No. 55.

7. There is a spring derailer in main track 900 feet West of West switch at Taft.

8. Nos. 151 and 152 will stop on flag at Winoil and K. T. O. Co. to receive or discharge passengers.

9. Rule 1-B: Standard clock at Taft.

10. No train will leave Maricopa except when operator not on duty without receiving clearance card (Form 902).

I. L. HIBBARD,
General Manager, Los Angeles, Cal.

J. W. WALKER,
Superintendent, Fresno, Cal.

N. E. SCOTT,
Trainmaster, Bakersfield, Cal.

J. R. HITCHCOCK,
Assistant Gen. Mgr., Los Angeles, Cal.

(Continued from page 3.)

41. Rules 211-A and 744 are modified as follows: In manual or automatic block territory Form 19 train order may be used to restrict the superiority of trains, except that Form 31 must be used,

(a) when block is out of service,
(b) when necessary to restrict a train which is at blind siding or closed office,
(c) when necessary to restrict a train which has been cleared, (see Rule 219)
(d) when issuing order, example 3 of Form "G," giving right over all trains,
(e) when reducing a time order,
(f) when order is to be delivered superior train at meeting point,
(g) when necessary to notify trains of obstructions or extremely unsafe condition of track or bridges,
(h) when any portion of double track is used as single track.

Form 19 may be placed at points outside of block territory provided such orders are to be executed inside of block.

Operators before clearing a train must fill out clearance card and repeat the address and order numbers to the dispatcher, who must make record of the train and orders in his train order book, and if correct and include all orders for the train at that office give "O.K." with the time and his initials to the operator, who will endorse same on the clearance card and deliver as prescribed by rule. Clearance cards must not be filled out nor "O.K." given in advance of the approach of train.

42. Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory which the rear of the train having passed normal speed may be resumed.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

INSTRUCTIONS GOVERNING OPERATION OF THE TRAIN STAFF SYSTEM BETWEEN KERN JUNCTION AND BAKERSFIELD.

43. Staff Instruments are located in the telegraph offices at Kern Junction and Bakersfield, and will govern train movements between these stations, possession of the staff being authority for trains to proceed.

Trains before entering block must have staff in possession of leading engineman, who must manifest same by signal (G) Rule 14. When movement for which staff is given is completed engineman must immediately deliver staff at end of block by dropping in designated place or handing to Operator. Staff will be enclosed in pouch and engineman must know that it is therein.

Operators having received staff must pass same through instrument before delivering to another train and must keep in touch with train movement and have staff ready.

In the event of staff instrument failing to operate, trains will be notified by train order and will then be governed by time table and train orders in accordance with the Rules.

44. Rule 854, Book of Rules and Regulations Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

Automatic signals upper quadrant type between Bakersfield and Jastro, and between Calwa and Richmond—Ferry Point. Trains finding signals 8781, 681, 9881, 10451, 10841, 10851, 10861, 11091, 11101, 11103, 11401, 11403, 11411, 11531, 11781, 11791, and 1 westward, and signals 8782, 9882, 9902, 10462, 10852, 10862, 10882, 11102, 11122, 11404, 11412, 11422, 11534, 11792, 11796, 12 and 2 eastward, in stop position will stop and then if signal does not clear, proceed under control through the block.

45. Maximum speed of passenger trains thirty miles per hour and freight trains twenty miles per hour over switches and frogs entering or leaving turn outs at double track junctions Richmond and Calwa and Visalia District, connection Calwa. Maximum speed of all trains entering or leaving all other turn outs and crossovers, ten miles per hour.

First District

SPEED LIMITATIONS.

46. 8 miles per hour through city limits of Hanford.

Second and Oakdale Districts

SPEED LIMITATIONS.

47. 6 miles per hour through city limits of Fresno.
8 miles per hour through city limits of Merced.

48. Movements of trains, light engines and switch cuts over double track between Fresno and Calwa will be made in accordance with rules D-151 and D-152.

Third District

49. In addition to regular train signals, all trains, both day and night, will display each a lighted red and white hand lantern on rear of train between Maltby and Richmond and will also carry a lighted red and white lantern in cab of engine for convenient use in case of trouble.

All trains will use headlight through Franklin tunnel.

Helper engines must not be detached from trains in tunnels.

Passenger trains backing between Richmond and Ferry Point will have brakeman stationed on the forward platform, provided with brake valve, air whistle and, in addition, at night a white light.

Headlight on engines standing under train shed, Ferry Point, must be extinguished when steamers landing if reflection of same toward boat or slip.

50. In switching at Hercules powder plant cars must not be "dropped" into any of the spurs but must be carefully shoved to spot or coupling.

In switching at Valley Spur, Muir, air must be coupled up and working on all cars, under no circumstances will cars be "dropped" or "kicked."

51. Trains meeting at Vine Hill or Sando must observe the following:

At Vine Hill eastward train holding main track must not pass preliminary board until signal 11582 assumes "Block" position.

At Sando westward train holding main track must not pass preliminary board until signal 11403 assumes "Block" position.

When stopped in compliance with above and track is seen and known to be clear trains may enter block under control. This modifies Rule 854.

52. Movements of trains, light engines and switch cuts, over double track between Richmond and Ferry Point, will be made in accordance with Rules D-151 and D-152.

SPEED LIMITATIONS.

53. 8 miles per hour, through city limits of Stockton, and Antioch.
20 miles per hour, all trains crossing Alhambra viaduct.
All trains over San Joaquin drawbridge B-1124.
All trains over Middle River and Orwood drawbridges Nos. A-1135 and A-1137.
25 miles per hour, all trains through city limits of Pittsburg.
30 miles per hour, all freight trains in either direction between Maltby and Pinole.
45 miles per hour, all passenger trains between Maltby and Pinole.

Visalia District

SPEED LIMITATIONS.

54. 8 miles per hour through city limits of Tulare.
15 miles per hour through city limits of Visalia.

55. No. 24 arriving at Corcoran will turn on wye and back to station on Visalia district main track.

No. 28 arriving at Corcoran will turn on wye and back to station on First district main track.

Oakland District

56. Number 307 is superior to number 310.
Number 321 is superior to number 312.
Number 311 is superior to number 322.
Number 341 is superior to number 314.
Number 301 is superior to number 342.
Number 309 is superior to number 306.
Number 303 is superior to numer 302.
Number 305 is superior to number 308.

57. No train or engine will exceed a speed of 20 miles per hour between the railroad crossing sign east of the interlocking plant and San Pablo Avenue, Oakland, and unnecessary use of the whistle must be avoided. Engine bell must ring continuously within these limits; the use of the whistle for grade crossing signals may be omitted except in case of fog or other unusual conditions, when the whistle may be moderately and reasonably used.

Porterville District

58. Time Table and Rules and Regulations of the Operating Department, Southern Pacific Co., will govern between Oil Junction and Ducor.

SPEED LIMITATIONS.

30 miles per hour all freight trains between Cutler and Ducor.

See pages 14 and 15 for additional rules, etc.

JUNCTION SWITCHES

Normal position of junction switches will leave unbroken rail as follows:

Corcoran for First District
Laton for First District
Cutler for Visalia District
Reedley for Visalia District
Wyeth for Porterville District
Landco for First District
Minkler for Wahtoke District
Calwa for Westward trains from First District
Fresno for Eastward trains
Riverbank for Second and Third District trains
Richmond for Westward Third District trains
Richmond-Oakland District for Third District trains

Railroad Crossings at Grade and Interlockers.

Location	Tracks Governed	Rules	Whistle Signals Additional to Rule 820
FIRST DISTRICT			
Hanford	S. P. Goshen branch. East end West siding and West end East siding. Ice house track. Stock yard track.	Interlocker. Lower quadrant signals	For Round house lead ——— 0 Storehouse —— —— 0 From Round house store house or yard lead to Main track sound signal for track from which moving.
Calwa	S. P. main track and entrance to yard.	Interlocker, Lower quadrant signals.	
VISALIA DISTRICT			
Tulare	S. P. main line.	Interlocker, Lower quadrant. No distant signals.	
Visalia	S. P. Visalia branch.	Stop. Send flagman ahead.	
Peral 1.9 West	S. P. Porterville branch	Stop. Rules 98, A, B, and C.	
Lac Jac	S. P. Porterville branch	Stop. Rules 98, A, B and C.	
PORTERVILLE DISTRICT			
Redbanks	Visalia Elec.	Stop. Rules 98, A, B and C.	
Exeter 0.3 West	Visalia Elec.	Stop. Rules 98, A, B and C.	
Mirador 1.3 West	Visalia Elec.	Stop. Rules 98, A, B and C.	
Strathmore Jct. 0.3 East	Visalia Elec.	Stop. Rules 98, A, B and C.	
Porterville 0.8 East	P. N. E. Railway.	Stop. Rules 98, A, B and C.	
LATON DISTRICT			
Laton 1.9 West	S. P. Goshen branch.	Stop. Rules 98, A, B and C.	
Cornwell	H. S. L. R. R.	Stop. Rules 98, A, B and C.	
SECOND DISTRICT			
Fresno, Tower No. 2 1.4 East	S. P. Porterville branch. Double track Crossover. Approach locking.	Interlocker, Upper quadrant signals, semi-automatic.	Switch lead ——0 For Crossovers——— 0 ——— For Crossovers ——— 0——
Fresno, Tower No. 1	S. P. Pollasky branch. Double track Crossovers, yard lead and Industry tracks. Approach locking.	Interlocker. Upper quadrant signals, semi-automatic.	Pike lead —— 0 Guggenhime No. 1 and Corral track 00 — 00 Guggenhime No. 2 00 ——0 Hill tracks 000 ———
Kismet	S. P. Berenda branch. Approach locking.	Interlocker, Upper quadrant signals, semi-automatic.	
Merced, Tower No. 2	Y. V. R. R. Approach locking.	Interlocker, Upper quadrant signals, semi-automatic.	
Merced, Tower No. 1 1.7 West	S. P. Oakdale branch. Approach locking.	Interlocker, Upper quadrant signals, semi-automatic.	
OAKDALE DISTRICT			
Oakdale	S. P. Oakdale branch.	Stop. Rules 98, A, B and C.	
THIRD DISTRICT			
Stockton Tower No. 2 0.4 East	W.P. and S. P. main tracks and transfer tracks. Approach locking	Interlocker, Upper quadrant signals, semi-automatic. No distant signals.	S. P. transfer 000 ——
Stockton, Hunter St.	W. P. branch and T. S. R. R.	Upper quad., Manual operated signals, no derails.	W. P. transfer ——— 0
Stockton 0.5 West	Wye Crossing.	Upper quad., Semi-automatic, Manual operated signals, no derails.	W. P. main track connection 0 ———
Woodsbro 1.0 East	San Joaquin River Drawbridge Approach locking.	Interlocker, Upper quadrant signals, semi-automatic.	
Middle River	Drawbridge Approach locking	Interlocker, Upper quadrant signals, semi-automatic.	
Orwood 0.3 East	Drawbridge Approach locking	Interlocker, Upper quadrant signals, semi-automatic.	
OAKLAND DISTRICT			
Berkeley, Golden Gate Tower 1.9 West	S. P. R. R. Berkeley branch.	Interlocker, No distant signals, Lower quadrant home signals.	
Schindler, Masonic Ave. Tower	S. P. Electric.	Interlocker, Upper quadrant signals.	

"Approach locking" indicates that towerman cannot change route (in less than two minutes) after an approaching train on main track has entered block.

Sidings, Spurs and Flag Stops not shown on face of Time Table

LOCATION	Miles from Albuquerque	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Palmo	910.4	4	East	Carload freight only
Petro	920.0	8	West	Carload freight only
Spa	938.5	14	East & West	Freight
Alpaugh	941.8	Branch	East	Freight
SECOND DISTRICT	Miles from Albuquerque			
Solo	1017.0	6	East	Freight
Cortez	1074.6	3	West	Carload freight only
Fells	1083.7	7	East	Carload freight only
VISALIA DISTRICT	Miles from Corcoran			
Siete	6.7	4	West	Carload freight only
Imhoff	16.0	10	West	Carload freight only
Loma	20.3	50	West	Carload freight only
Higby	22.0	10	East	Carload freight only
Pasuco	23.6	83	East	Carload freight only
Giffen	43.9	3	East	Freight
Mattei	65.1	166	West	Freight
WAHTOKE DISTRICT	Miles from Reedley			
Woodrock	12.5	61	East	Freight
PORTERVILLE DISTRICT	Miles from Minkler			
Spur	26.2	5	East	Carload freight only
Woodlake	33.2	4	Branch from Redbank	Carload freight only
Matchin	37.2	6	East	Carload freight only
Cleary	44.3	16	West	Carload freight only
Sierra Heights	48.5	13	East	Carload freight only
Gillette	50.4	63	East	Carload freight only
Strathmore	52.0	Branch	East	Carload freight only
Linden	52.5	30	West	Carload freight only
Adams	52.9	Branch	East	Carload freight only
Aloha	54.5	27	East	Carload freight only
Lumer	60.9	16	East	Carload freight only
Sunland	61.4	Branch	West	Carload freight only
Magnolia	62.0	8	East & West	Carload freight only
Lempom	63.8	2	East	Carload freight only
THIRD DISTRICT	Miles from Albuquerque			
Harrold	1099.5	5	West	10, 41 & freight
Permelia	1114.8	5	West	Carload freight only
Lacto	1132.2	19	East & West	10, 41 & Freight
Werner	1139.0	20	Siding	41, 10 & Freight
Steel	1155.0	37	West	Carload freight only
Nichols	1161.2	18	East	10, 41 & Freight
Pacheco	1167.3	6	West	Freight
OAKLAND DISTRICT	Miles from Richmond			
Cerrito	5.7	11	East	Carload freight only
Peoco	7.7	5	East	Carload freight only
Bruce	7.8	6	West	Carload freight only
Alcatraz	9.4	12	East & West	Carload freight only
Opaco	10.0	8	West	Carload freight only
Redo	10.1	12	West	Carload freight only

LENGTH OF WYE STEMS

Blume	292 feet	Oakland	350 feet
Laton	260 feet	Lanare	505 feet
		Oakdale	300 feet
Porterville	425 feet	Bakersfield	456 feet

SURGEONS OF THE ATCHISON, TOPEKA & SANTA FE RY. CO., COAST LINES, SUNSET RAILWAY AND SANTA FE COAST LINES HOSPITAL ASSOCIATION—VALLEY DIVISION.

DR. W. A. MORRISON, Chief Surgeon, Pacific Mutual Building, Los Angeles
DR. A. TYROLER, Assistant Chief Surgeon, Kerckhoff Building, Los Angeles

DR. A. W. MORTON, Butler Bldg	San Francisco
DR. A. SCHLOSS	San Francisco
DR. A. MILES TAYLOR, Consulting Surgeon	San Francisco
DR. A. HUNTINGTON, Consulting Surgeon	San Francisco
DR. A. J. REMMEL, Consulting Surgeon	San Francisco
DR. ERNEST SCOSSERIA	San Francisco
DR. E. G. SIMON	Oakland
DR. H. D. BELL, Consulting Surgeon	Oakland
DR. E. E. BRINCKERHOFF (Oculist)	Oakland
DR. CHAS. E. PETERS, Roentgenologist	Oakland
DR. C. L. ABBOTT	Richmond-Oakland
DR. U. S. ABBOTT	Richmond
DR. L. ST. JOHN HELY, Consulting Surgeon	Richmond
DR. W. S. GEORGE	Antioch
DR. WM. PRIESTLEY	Stockton
DR. J. D. DAMERON, Consulting Surgeon	Stockton
DR. B. F. WALKER (Oculist)	Stockton
DR. O. I. BEMIS	Riverbank
DR. H. D. SKINNER	Hughson
DR. A. H. SWEENEY	Fresno
DR. C. F. DICKENSON	Fresno
DR. HOWARD H. HOPKINS, Assistant Surgeon	Fresno
DR. G. H. AIKEN	Fresno
DR. J. R. WALKER, (Oculist)	Fresno
DR. G. W. WALKER, (Consulting Oculist and Aurist)	Fresno
DR. W. E. LILLEY	Merced
DR. A. S. PARKER	Merced
DR. E. C. FOSTER	Hanford
DR. J. THOMAS PEERY	Corcoran
DR. C. S. COMPTON	Bakersfield
DR. F. A. HAMLIN, (Oculist)	Bakersfield
DR. G. C. SABICHI, Consulting Surgeon	Bakersfield
DR. L. HEULER	Fellows
DR. H. M. HAWKINS	Taft
DR. E. S. FOGG	Wasco
DR. W. R. TYLER	Exeter
DR. J. B. ROSSON	Tulare
DR. T. O. McSWAIN	Visalia
DR. H. A. ABBOTT	Cutler
DR. G. A. HAWKINS	Reedley
DR. J. AUDLEY YOUNG	Oakdale
DR. C. W. LOCKE	Lindsay
DR. S. A. BARBER	Porterville

LOCAL WATCH INSPECTORS

E. W. MARTIN	Oakland
OTTO A. POULSEN	Richmond
AMERICAN JEWELRY CO.	Bakersfield
A. T. CONNARD	Taft

C. K. SHORTESS, Traveling Watch Inspector.....Fresno

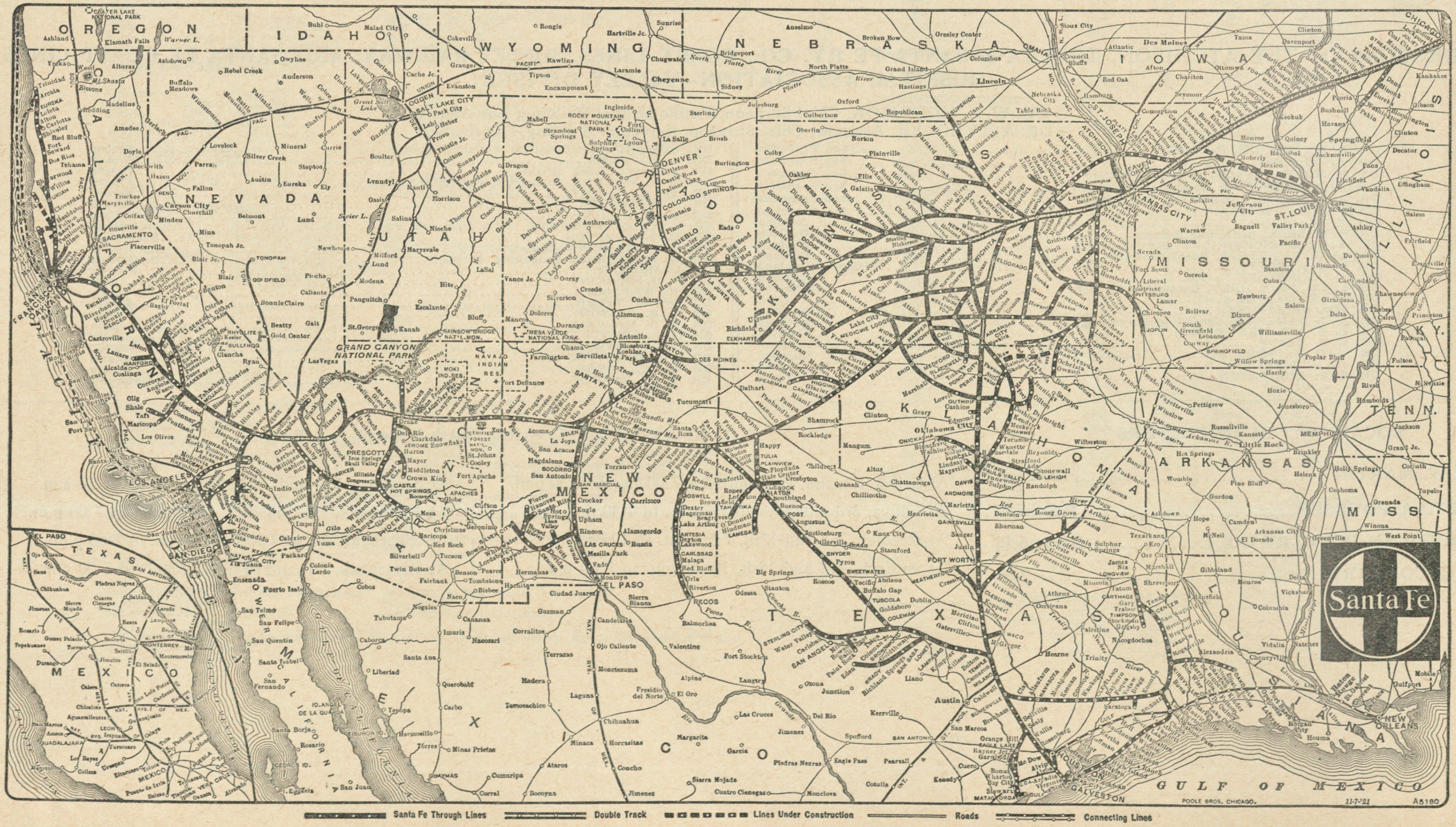
At Calwa, 1st, 2nd, 15th and 16th, 7:00 a.m. to 4:30 p.m.
At Calwa, 3rd and 17th, 10:55 a.m. to 4:30 p.m.
At Reedley, 3rd and 17th, 7:50 a.m. to 10:05 a.m.
At Antioch, 4th and 18th, 10:20 a.m. to 7:00 p.m.

At Stockton, 5th and 19th, 8:00 a.m. to 11:50 a.m.
At Riverbank, 5th and 19th, 12:30 p.m. to 7:00 p.m.
At Riverbank, 6th and 20th, 8:30 a.m. to 7:00 p.m.
At Riverbank, 7th and 21st, 8:00 a.m. to 7:00 p.m.

SANTA FE
SAFETY FIRST

"Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition."

(See General Rules E and F, Book of Rules.)


OREGON
IDAHO
WYOMING
NEBRASKA
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NEVADA
UTAH
COLORADO
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TENN.
CALIFORNIA
ARIZONA
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MEXICO
GULF OF MEXICO
CHICAGO
KANSAS CITY
ST. LOUIS
DENVER
COLORADO SPRINGS
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Santa Fe
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Double Track
Lines Under Construction
Roads
Connecting Lines